H.M.S. RENOWN RETURNS FROM 'A FIRST-CLASS SHOOT'

One of the British naval units which took part in the shelling of Genoa on February 9, 1941, was the battle-cruiser Renown. She is here seen steaming into a Mediterranean harbour after her successful action, cheered by ratings on board another British warship. The Renown, whose 15-in. guns wrought havoc among the objectives in Genoa harbour, is a battle-cruiser of 32,000 tons. Completed in 1916, she underwent extensive reconstruction from 1936 to 1939, when her armour protection was considerably increased. After the action Vice-Admiral Somerville signalled his congratulations on what he described as 'a first-class shoot' (see pages 176 and 219).

Photo, "Daily Mirror"

If War Should Spread in the Middle East

After Bulgaria, what next? What will be the contents of the next chapter in the story of Nazi aggression? Many signs go to suggest that Turkey, and beyond Turkey, the Middle East countries of Iraq and Iran, are about to be drawn into the field of the war of nerves—perhaps of actual military operations.

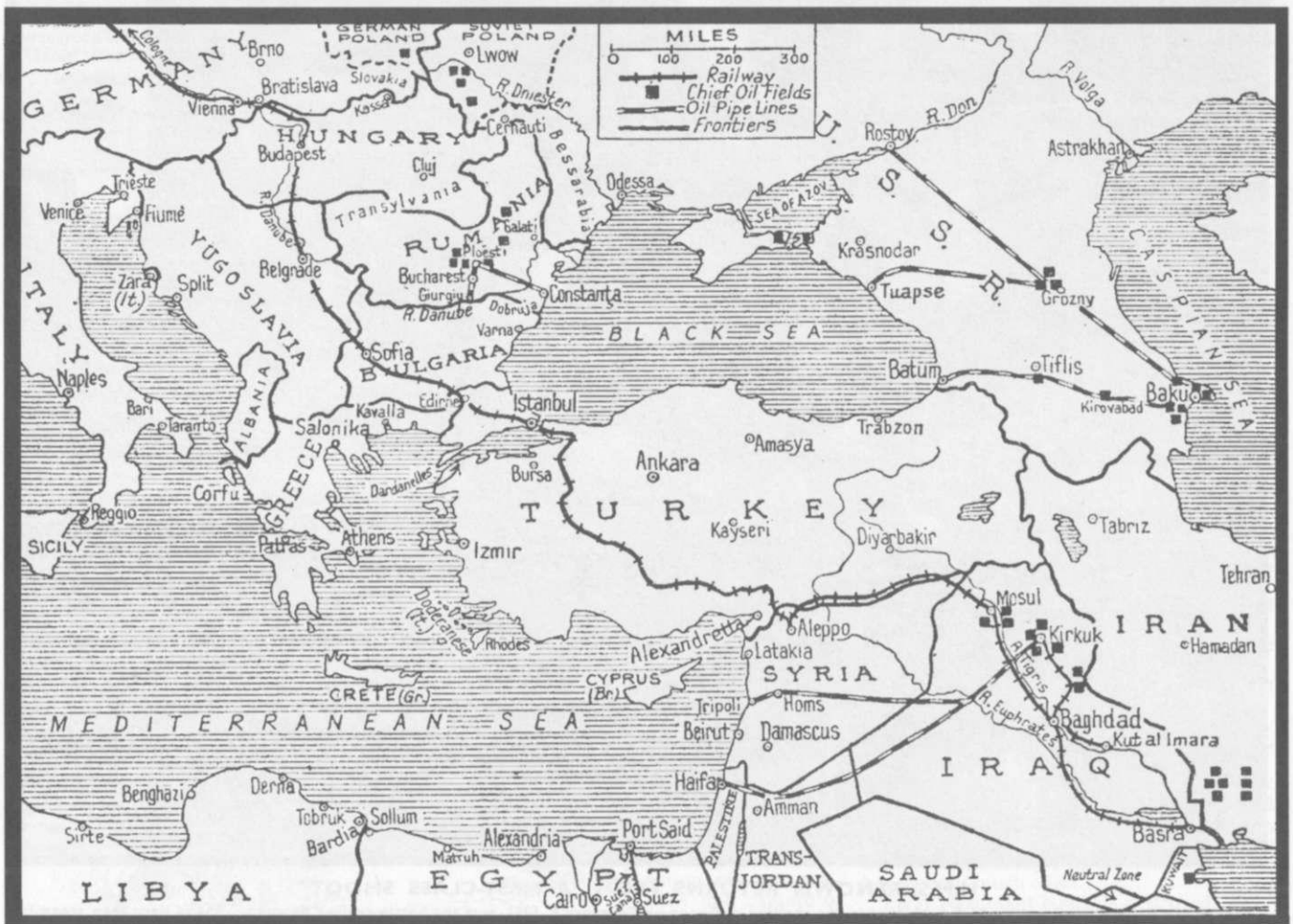
WHEN, on the morning after the Nazi rape of Bulgaria, Hitler sent President Inonu a special letter expressing his regard for the country which was Germany's ally in the Great War, and accompanied his message with a gift of his portrait, the Turks—sensible fellows that they are—took down their guns. They know only too well that the countries which the Fuehrer fawns upon are destined soon to be confronted by the choice of, Surrender or fight.

Since Hitler started to collect countries as other men collect postage-stamps or old coins, the German troops have penetrated ever deeper into south-eastern Europe. One state after another has been "bagged." Slovakia, Hungary, Rumania—and now with the fall of Bulgaria German troops are again on the frontier of Turkey as they were in 1918. The Turks realize full well what these moves mean. They remember that in the Kaiser's day the Germans were lured on by the dream of Berlin to Baghdad, of reaching out to the rich oil deposits of Mesopotamia and Persia. They are convinced that Hitler, too, has dreamed the same dream. Mesopotamia has become Iraq and Persia is Iran today. But only the names have been changed; the oil is still there, and Hitler needs oil far more than "Kaiser Bill" ever did. No modern state can exist without that rich mineral substance born of the rotting vegetation of millions of years ago; certainly no war can be carried on without it. Germany produces some oil, she has more under her control in Rumania, she is receiving some from Russia (although the Soviet now has less and less to export as her agriculture is mechanized and her industries grow and grow). But all these sources supply Germany with far less than enough of what she needs to drive and lubricate her war machine. No wonder Hitler looks out with greedy eyes on those enormously rich deposits which lie beyond Turkey in the Middle East.

Turkey Stands on Guard

But how to get to them? The way might be open if Turkey could be induced to surrender, as Bulgaria and Rumania have surrendered. But across the Dardanelles he sees two million Turkish bayonets flashing in the sun. The Turks will fight; and even before the German troops could reach the Dardanelles they would have to destroy the great Turkish fortress of Adrianople and smash through the Chatalja Lines which, stretching for 25 miles from the Black Sea to the Sea of Marmara, defend Istanbul. Supposing these to be overcome, supposing the Straits to be crossed—no easy matter, surely, in face of the opposition of British and Turkish sea power, operating from bases on the Gallipoli Peninsula and the islands of Lemnos and Imbros—the invaders would then plunge into the heart of a country which has proved the grave of many a military reputation. The nearest of the great oilfields is at Mosul, in the north of Iraq; but between the Dardanelles and Mosul stretch 900 miles of largely mountainous country—a vast, hostile territory defended by millions of the soldiery who in the last war inflicted severe defeats on the British and today are ranked amongst the finest and best-equipped of modern armies.

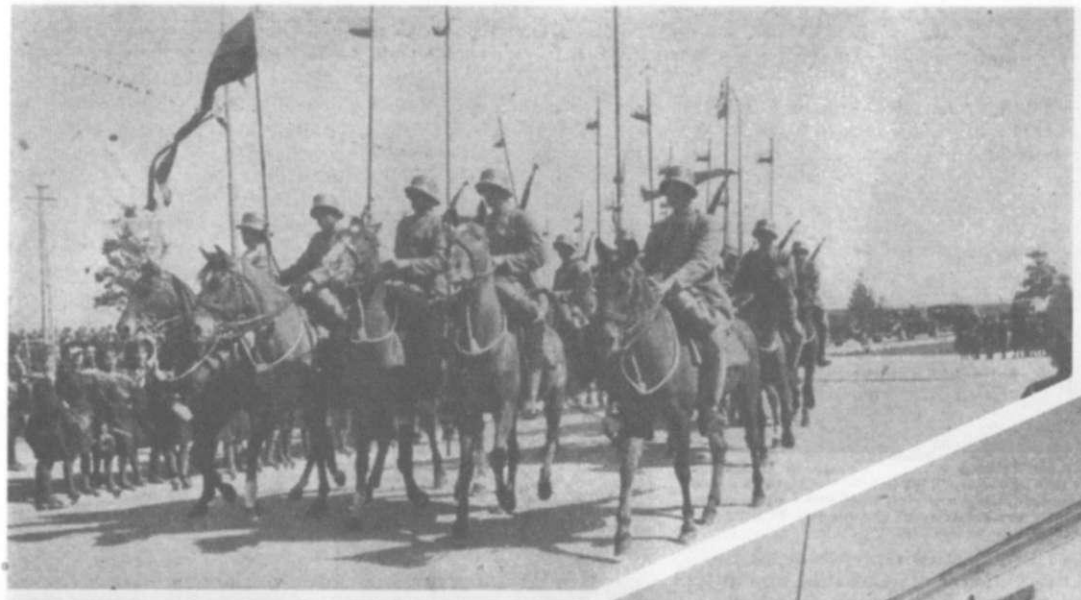
But let us suppose that Turkey has been conquered, that Asia Minor has been overrun, and from its passes the Nazi hordes now debouch on to the plains of the Middle East. The first country to be attacked would be Iraq, one of the new states carved out of the Turkish Empire at the end of the last war. Iraq owes her independence to Great Britain, which until 1932 exercised a League of Nations mandate over her territory. Since that year Iraq has enjoyed her independence, but by the Treaty of Alliance signed in 1930



This map of the Balkans and Asia Minor shows the Berlin-Baghdad railway, completed in July, 1940, the chief oilfields, and the pipelines. It will be seen that Turkey forms the chief obstacle lying between the German troops in Rumania and Bulgaria and the rich oilfields of Iraq and Iran. Russia also has many valuable oil deposits in the territory between the Caspian Sea and the Black Sea.

By courtesy of "The Manchester Guardian"

Hard to Recognize Old Persia in Modern Iran

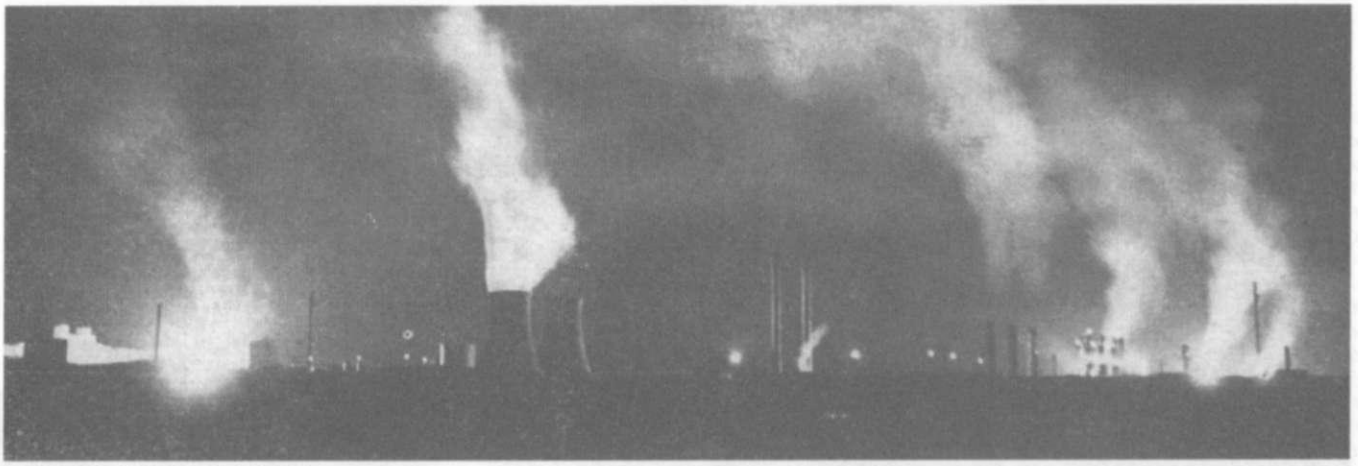


IN IRAN military service is compulsory, and the Iranian army, though small, is well organized and includes a mechanized brigade. Its peacetime strength is about 120,000, but there is a large army reserve. On the left, Iranian cavalry are seen on parade. Below is the modern building which houses the National Bank of Iran at Teheran. This bank has branches all over Iran, and since 1930 has had the sole right to issue notes in the country.

RIZA KHAN PAHLEVI, above, was in 1925 elected Shah of Iran after the overthrow of the Kajar dynasty. Iran's chief export is oil, and at Abadan, near the entrance to the Persian Gulf, on the eastern side of the Shatt-al-Arab, are large refineries (right), machine shops, storage tanks and shipping facilities for dealing with the oil brought by pipeline from the interior.

Photos Black Star, E.N.A., Dorien Leigh

Iraq Is Britain's Ally in Time of War



THE OIL WELLS OF IRAQ lie around Kirkuk, a town of 30,000 inhabitants lying 90 miles south-east of Mosul. This is what one of the fields looks like by night. Iraq is potentially very rich in oil, but at present production is limited by the capacity of the pipelines

Iraq is pledged to give Britajn in peacetime the right to maintain air bases in the country, and in wartime to grant her the use of Iraq's communications, airports and waterways. In the event of invasion, then, the Iraqui Army (peacetime strength, 28,000 officers and men) would have the support of the British Army, which would have behind it the almost inexhaustible resources of men and material of the Empire in India and the Antipodes.

Iran's Debt to the Shah

Beyond Iraq lies Iran, another of the great oil-producing countries of the world. Iran is the Persia of yesterday, and it is difficult to recognize in the strongly nationalist and independent state of today the country which only a quarter of a century ago was parcelled out into spheres of influence by Tsarist Russia and Britain. If modern Turkey is the creation of Mustapha Kemal, modern Iran owes its being to Riza Khan Pahlevi, who was once a trooper in the Persian Cossacks, who in 1921 became Commander-in-Chief of the Persian Army, in 1923 Premier, and in 1925 deposed Sultan Ahmad and ruled as Shah in his stead. The last 15 years have been years of far-reaching change, inspired and directed by this rough but highly capable soldier-statesman. Iranian men wear European dress, and their womenfolk have been banned the veil; the Moslem clergy have been deprived of their power, and the bribery of government officials is no longer the best, even the only, way to get things done. The Shah is a dictator, but his is a benevolent dictatorship. He has breathed a new spirit into a people who for long have lived in subjection; he has established his country's independence and developed its strength. Not the least of his many achievements is the completion of the Trans-Iran Railway, linking the Caspian Sea with the Persian Gulf.

FAISAL II, King of Iraq, was born in 1935 and succeeded to the throne when his father King Ghazi died as the result of an accident in 1939. Until the king comes of age the country is under the regency of his uncle, Emir Abdul Ilah.

Iran has an army of some 120,000 officers and men, including a number of anti-aircraft, tank, and mechanized infantry regiments, while its air force has been equipped with modern machines, mostly of British make. In the event of war it might be expected to give an excellent account of itself.

If it comes to fighting in the Middle East, Iran would probably be ranged beside Turkey, Iraq, and Afghanistan, for by the Saadabad Pact of 1937 all these powers are pledged to close cooperation in the face of common danger. Moreover, they would, of course, rely on the powerful support of Britain, whose interests in the Middle East, strategical, political, and economic, are so important.

BAGHDAD, storied city of the east, a picturesque square in which is seen above, is the capital of Iraq, with a population of some 500,000. It stands on both sides of the Tigris about 300 miles from the Persian Gulf, and recent developments in communications have made it the great distributing centre of the country, restoring to some extent its former greatness.

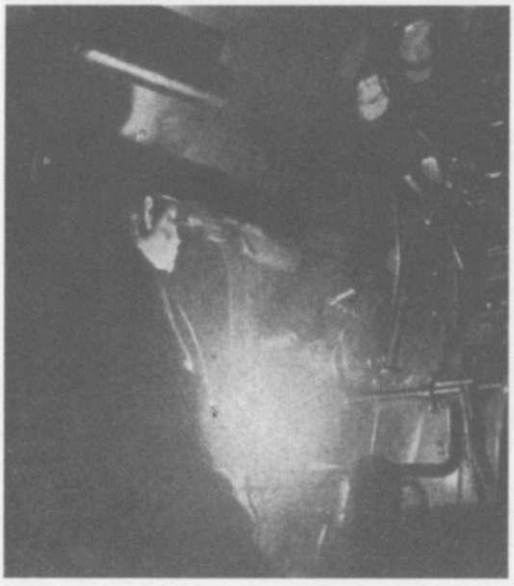
Photos, Mrs. T. Muir, W. Bosshard

The Young Iraqi Guards His Country's Wealth

WATCHING OVER THE OIL OF IRAQ, this sentry stands at a well in the Kirkuk oilfields. A pipe, two hand-wheels and a few square yards of trellis fencing are all that is visible, but along that pipe travels the oil without which modern armies cannot move. At present the extraction of oil in Iraq is limited by the capacity of the pipelines to Tripoli and Haifa, and by no means all the wells are in active operation. But new pipelines and another refinery are under construction, which will enable greater advantage to be taken of the abundant oil supplies of the region. *Photo, Mrs. T. Muir*

Britain's Railways Still Beating the Bombers

KEEPING THE RAILWAYS RUNNING, the staffs responsible for traffic arrangements have special emergency control centres underground for use during severe air raids. Here they can carry on as usual.



No such cover protects this driver of the L.N.E.R. "Night Scotsman" on his 500-mile journey through the black-out. But he, too, carries on.

BOMB DAMAGE on the line is made good with the minimum delay. Left, a repair gang is hard at work on a badly damaged section of the line. While one party fills in the bomb crater other workers remove damaged sleepers and rails. Above, the line has been restored and a railway inspector is signalling "Halt" to the driver of the heavily laden goods train which has been making a test run over it.

Photos, Topical, "Daily Mirror" and Fox

Theirs Is the Growl of the British Bulldog!

GIANT HOWITZERS are among the many big guns which now protect our island fortress. This 12-inch howitzer on a railway mounting fires a shell weighing a third of a ton, and guns of this type would deal death and destruction on a large scale to the enemy should he attempt the invasion of our shores. A camouflage netting is spread over the gun and its carriage to hide them from aerial observation, for German reconnaissance 'planes are constantly trying to probe our secrets.

Photo, British Official: Crown Copyright

On Both Sides of the Line in France

NEW U.S. AMBASSADOR to Vichy, Admiral William Leahy, is seen above after presenting his credentials to Marshal Pétain (left). The admiral, by stressing his country's determination to give full aid to the Democracies, undoubtedly stiffened Vichy's resistance to further Nazi demands.

At this German aerodrome in Occupied France a Nazi mechanic is bringing a flare for a German bomber—according to the caption on this Nazi photograph.

This charcoal-burning motor cycle is a French invention designed to cope with the shortage of motor fuel in that country, most of which has been commandeered by the Nazis.

FRENCH NORTH AFRICAN TROOPS, repatriated after seven months' internment in Switzerland, are here seen returning to France. The French Government has decreed that Jewish stores must be labelled ; right, a Jewish-owned shop in Bordeaux.

Photos, Associated Press, Wide World

What the Lease and Lend Act Means to Us

Since the beginning of the year the newspapers on both sides of the Atlantic have been filled with reports of the progress of the Lease and Lend Bill through the U.S.A. Congress. It became law on March 11—the measure which, as Lt. Com. R. Fletcher, M.P., has said, "is sentence of death for Hitler."

WHEN on the afternoon of March 11 the President wrote the words *Franklin D. Roosevelt* to the Lease and Lend Bill, the United States of America became in effect an active partner of Britain and her allies in the war against the Dictators.

Think what the Act does, or rather what it empowers the President to do. When it was introduced on January 10 in the Senate and the House of Representatives as the "Act to promote the defence of the United States," its sponsors declared that it translated "into legislative form the policy of making this country an Arsenal for the Democracies, and seeks to carry out President Roosevelt's pledge to send to these countries in ever-increasing numbers, ships, aeroplanes, tanks, and guns."

Under the Act the President is empowered, "when he deems it in the interest of national defence," to "manufacture in arsenals, factories and shipyards under American jurisdiction, or otherwise procure any defence article for the government of any country whose defence the President deems vital to the defence of the United States." It enables him to "sell, transfer, exchange, lease, lend, or otherwise dispose of, to any such government any defence article . . . To test, inspect, prove, repair, fit out, recondition, or otherwise to place in good working order any defence article for any such government." ("Any defence article" includes any such articles, whether manufactured in the U.S.A. or not; thus the British battle-cruiser Renown could be repaired in Brooklyn Navy Yard if the President considered it in the interest of American national defence to do so. Moreover, any of the American military, naval, or air bases can fit out or repair weapons of countries whose defence is deemed vital to the defence of the U.S.A.) Then the President may "communicate to any such government any defence information pertaining to any defence article furnished to such government."

"Now a new era of United States history begins," wrote Robert Waithman, "News Chronicle" New York correspondent, "for the Bill empowers President Roosevelt to send to Britain and her allies war supplies made by American workmen in American factories, and *owned and paid for by the Government of the United States.* The Bill means that what Britain will receive from America in future will be directly sent, not by United States manufacturers, but by the United States Government, and that the funds to build these arms will be provided, not by the British taxpayers, but by the American taxpayers. The United States—its Government and the people behind the Government—will now be working without subterfuge or camouflage for the defeat of the Axis."

For two months the Bill was fiercely assailed in Congress. Some opposed it because of their personal hostility to the President, others because they shrank from giving him such unprecedented powers. The Pacifists were against it, and the Communists, a section of the Irish Americans and the American Nazis. Then there was the great body of Isolationists who urged that America should not again become entangled in a European quarrel; why should the sons of American mothers die on foreign battlefields? they demanded. At least it is not difficult to understand their attitude. To Senator Nye the war must seem a long way away from N. Dakota in the Middle West.

'A NEW MAGNA CARTA' was how Mr. Churchill described the Lease and Lend Bill, which President Roosevelt is seen signing, left, on March 11. Above, Senator Barkley, Senator Wheeler (an Isolationist opponent) and Senator George are indulging in mutual congratulations after the passing of the Bill.

Radio photos from New York, Planet News

Yet if the opposition was vociferous, the support forthcoming for the Bill was nothing less than amazing. All the critics' sound and fury came to nothing. Some of the amendments proposed were accepted by the Roosevelt Administration; thus it was decreed that the President must not dispose of any defence articles without first consulting the U.S. Army Chief of Staff and the U.S. Chief of Naval Operations. A time limit, June 30, 1943, was fixed for the duration of the Bill; the value of arms, etc., belonging to the American military forces that may be supplied is limited to £385 millions; and the President must report to Congress regularly on the operations under the Bill, unless it be incompatible with public interest for such information to be issued. More important was the amendment which declared that the Bill should neither authorize nor permit the use of American warships for convoy duties,

'This Monument of Far-Seeing Statesmanship'

SUPPORTERS OF THE LEASE AND LEND BILL are here seen giving their testimony before the Foreign Relations Committee of the American Senate. Left to right they are Miss Dorothy Thompson (Mrs. Sinclair Lewis), the columnist whose writings are read by millions of readers; Mr. Fiorello La Guardia, Mayor of New York since 1934, famous for his able administration of the city's affairs; Mr. William S. Knudsen, U.S. Minister of Defence Production, who spoke with authority on America's ability both to defend herself and aid the Allies; and Mr. Cordell Hull, Secretary of State, who is America's Foreign Minister.
Photos, Wide World, Planet News, and Associated Press

but an amendment to impose an outright ban on the use of warships was rejected by the Foreign Affairs Committee. It is seemingly an open question whether under the American constitution the President, as Commander-in-Chief of the Army and Navy, has authority to authorize the use of American warships for convoy duties. Certainly if the President has that power then, as Mr. Sol Bloom, Chairman of the House of Representatives Foreign Affairs Committee, told the press, "We can't, and we won't, take it away from him." As the "New York Times" has put it, "In responsible quarters is now heard the candid opinion that if American convoys are needed to deliver the products of the Arsenal of the Democracies to the British war machine, they should be furnished. And some officials are beginning to say that in this event they will be furnished." It is inconceivable that America, once having undertaken the job of supporting the Democracies to the utmost of her power, will not go through with it. Somehow the products of the American factories will be got across the Atlantic.

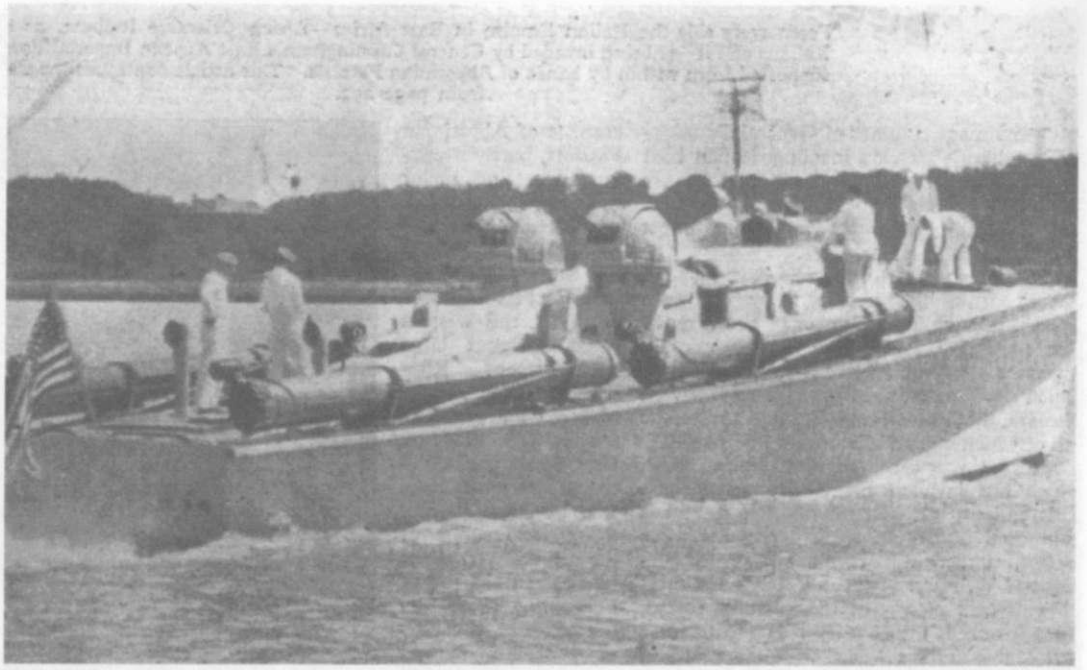
In the House of Representatives the debate began on February 3, and five days later the Bill was passed by 260 votes to 165. It then went to the Senate, who began their debate on February 13. The discussion was prolonged, for it is in the Senate that the Isolationists are most strong. Scores of amendments were proposed, and the time came when President Roosevelt had to issue a warning that if the Bill were further delayed, then the delivery of war materials to the Democracies would inevitably be slowed down. The Administration leaders were loath to apply what we should call the closure, and at last all the Isolationists had said all they had to say. On March 6 Senator George, Chairman of the Senate Foreign Relations Committee, made an eloquent appeal that pettifogging argument and narrow quibbling should be thrust aside. "If we are realists," he said, "we should know that every hour and every moment wasted here counts in the Battle for Britain. We profess that her survival is in our own national interests." Then turning on the Isolationist leaders who for two weeks had carried on a filibuster—the American term to describe the method adopted by a minority to delay legislation indefinitely by talking interminably, and so prevent its being voted on—Senator George thundered, "The collapse of the British Empire would mean chaos in this world." Stirred by his words, the Senators decided to hold a night session, and on March 8 the Bill, with some minor amendments, was passed by 60 votes to 31. When it came back to the House of Representatives on March 11, it was finally passed by 317 votes to 71, after a debate of only two hours. A few minutes later a copy was rushed to President Roosevelt at the White House, and only 15 minutes after it had left the Capitol his signature made it law.

MR. WENDELL WILLKIE, the centre figure before the microphone, is addressing the Foreign Relations Committee of the Senate within a few hours of his arrival by 'plane after his whirlwind tour of investigation in Britain. So great was the interest in his speech that crowds had fought all the morning to gain admission to the room, and his arrival was delayed 25 minutes by the press of people. When he arrived it took a number of policemen to force a way for him round the committee table to his place at the microphone.
Photo, Wide World

Less than a quarter of an hour after signing the President met reporters and declared, "Immediately after I signed the Bill, authorities of the Army and Navy considered a list of United States Army and Navy war material, and approved it being sent overseas. Part goes to Britain, and part to Greece. What is involved must be kept secret for military reasons." A few hours afterwards President Roosevelt sent Congress a request for the House to vote seven thousand million dollars (£1,750,000,000), "to carry out the fixed policy of this Government, to make for the Democracies every gun, 'plane, and munition that we possibly can."

In Britain the news of the passing of the Lease and Lend Act was received with the utmost enthusiasm. Rising in the House of Commons on the afternoon of March 12, Mr. Churchill said that he was sure that the House would wish him to express on their behalf, and on behalf of the nation, "our deep and respectful appreciation of this monument of generous and far-seeing statesmanship. . . . The Government and people of the United States have in fact written a new Magna Carta, which not only has regard to the rights and laws upon which a healthy and advancing civilization can alone be erected, but also proclaims by precept and example the duty of free men and free nations, wherever they may be, to share the responsibility and the burden of enforcing them."

American Ships and 'Planes to Beat the U-Boats



'MOSQUITO BOATS'—motor torpedo-boats, that is—are amongst the 99 U.S. warships which, it was stated in Washington on the morrow of President Roosevelt's signing of the Lease and Lend Bill, would be transferred to Britain before the end of the year. The one seen right has four torpedo tubes visible at the sides, and four machine-guns in turrets. The boats are also equipped with smoke-screen pots.

Among other vessels stated as being included in the transfer are 17 over-age destroyers, nine over-age submarines, and 55 patrol boats—submarine chasers. The ships will be handed over as new vessels to take their place are added to the U.S. Navy. In this way, as in the probable transfer of a great tonnage of merchant ships for carrying war supplies, the U.S.A. will be granting us immense assistance in meeting and defeating the Nazi U-boat menace in Atlantic.

U.S. AIRCRAFT PRODUCTION, with the passing of the Lease and Lend Bill, will increase enormously its output to Britain, for, as President Roosevelt stated in a letter to the Speaker of the House of Representatives: "It is the fixed policy of this Government to make for the Democracies every gun, plane and manition of war we possibly can." Above, engines and fuselages of Curtiss P.40 pursuit 'planes for the U.S. Air Corps and Curtiss Tomahawk fighters for Great Britain under production at the Buffalo plant of the Curtiss-Wright Corporation

Photos, Associated Press, Wide World

Who Will Win the Race to Addis Ababa?

From every side the Italian Empire in East Africa—Africa Orientale Italiana, as the Italians call it—is being invaded by General Cunningham's East African Imperial Force, supported from within by bands of Abyssinian Patriots. This article continues the story from page 292.

How many columns of General Cunningham's men are invading Italian East Africa? Some commentators say twelve, others nine, but we may distinguish five as being the most important, most spectacular in their progress.

First we have the troops who have invaded Eritrea from the north. They comprise British, Indian, and a number of Free French (see page 290), and have for their main objective the Italian stronghold of Keren, which is situated on the railway between Asmara, the Eritrean capital, and Agordat, the fall of which was announced on February 2.

Agordat was captured by Column No. 2, which has invaded Eritrea from the west. This column is based on the Sudan, and is composed of British, Indian, and Sudanese troops, under the command of Major-General W. Platt. Probably it has the most difficult task of any of the invading forces, for not only is the country it has to traverse formidable in the extreme, with its mountainous heights and deep gorges, but at Keren the Italians have assembled an army estimated to number at least 40,000 men, comprising some of the best Eritrean regiments, stiffened by a division of Savoy Grenadiers, rushed up from Addis Ababa. Keren is the key to the Italian defences in the northern part of their realm, and for some weeks past it has been practically invested by the columns approaching from north and west, and has also been subjected to intensive bombing by the R.A.F.

Now we come to the third column, or perhaps we should say group of columns, for the most part operating in Western Abyssinia. In large measure this force consists of Abyssinian Patriots, partly irregulars operating under their own chiefs and partly regular Abyssinian troops, trained in the Sudan before the invasion began. But, in addition, this western force includes large numbers of Rhodesian, Kenya, Australian, and British officers and N.C.O.s, who direct the activities of the Patriots, as well as some Belgian troops and units of the Sudan Defence Force. By the end of February practically the whole of the province of Gojjam and the Lake Tana region had been wrested from the Italians, who were in full retreat to Addis Ababa. Deserters reported that the Italians were quite panic-stricken, incapable of making a stand, intent only on reaching the comparative safety of the capital. As they fled down the road they were sniped by Abyssinian irregulars and ambushed at every turn.

LAND MINES IN ERITREA were strewn about in profusion by the Italians during their retreat, but Indian sappers have done excellent work in the hazardous business of locating and removing them. *Photo, British Paramount News*

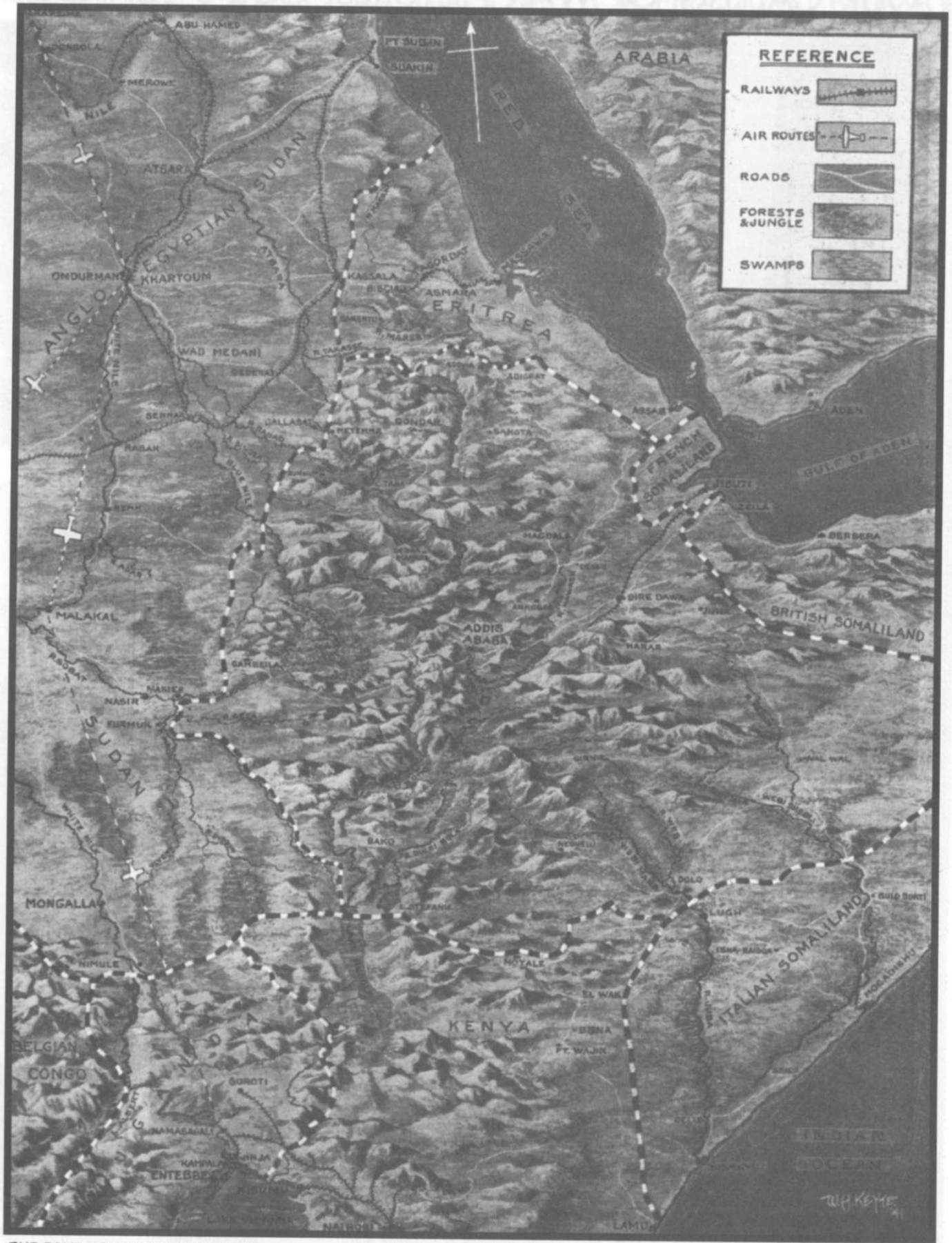
Many hundreds of miles to the south is operating the fourth of the invading columns. Composed of South Africans, it crossed the frontier from Kenya at Moyale, and is now somewhere in the neighbourhood of Neghelli (the town from which Graziani takes his title of Marquis). Little more than 200 miles separates this force from the fifth portion of General Cunningham's army, which after overrunning the western region of Italian Somaliland is invading Abyssinia from the south-east. This is a purely African force, composed of troops drawn from the Union and from East and West Africa.

Of the five columns it seems that this has the best chance of winning the race to Addis Ababa. In the middle of March the British and Patriot forces round Lake Tana had not so far to go, but between them and Addis Ababa lay the formidable barrier of the great canyon of the Blue Nile; and the South Africans operating from Moyale and Lake Rudolf were confronted by a tangled mass of almost trackless bush and jungle. Column No. 5, however, had its feet well planted on a good, modern tarmac road—one of the achievements of the Italian occupation—and was making astounding progress.

In speed it was breaking even the records established by the Army of the Nile. For a fortnight, following the capture of Mogadishu, the columns averaged 40 miles a day across the rising uplands. They were heading up the Farfan valley to Jijiga, separated by only 50 miles of sun-baked tableland from the frontier of the Somaliland that, until last August, was British. Fifty miles on the other side lies Harar, where the Italians were reported to be feverishly occupied in switching round the fortifications, so that they should not face north-east—when they were constructed the only danger that was anticipated was from Jibuti—but south-east. But it was not at all certain that a stand would be made at Harar, for not only were the Italians showing plentiful signs of demoralization, but it was doubtful whether the Duke of Aosta would be able to spare any considerable force for the town's defence. When the war in East Africa started, the Duke was said to have under his command some 200,000 men, but these were scattered over a vast territory: 40,000 are now believed to be behind the walls of Keren, and more than 30,000 are certainly in the British prison camps.

GENERAL WAVELL watches through a monocular glass—he lost the sight of his left eye during the last war—an aspect of the campaign on the Eritrean front, where the hard-pressed Italians are being threatened by a pincers movement around Keren. *Photo, Associated Press*

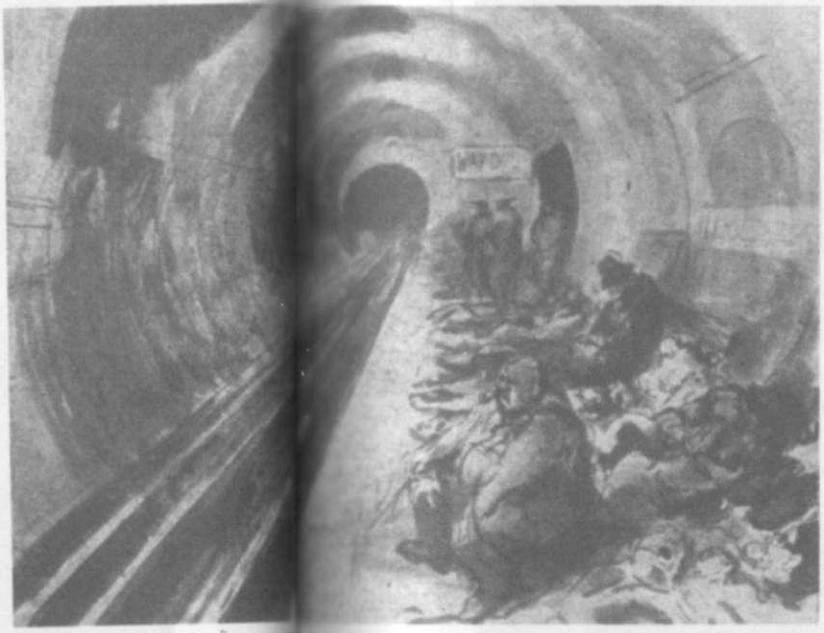
Where the War is Raging in East Africa



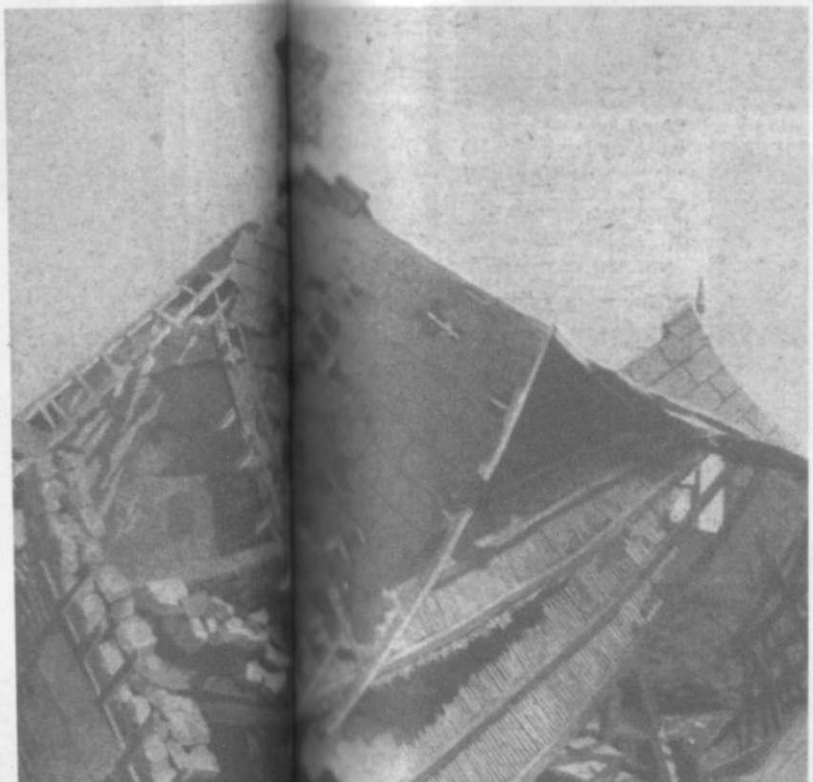
THE CAMPAIGN IN ABYSSINIA and its adjoining territories may be followed on this map, which covers the theatre of operations in Eritrea, Abyssinia and Italian Somaliland. The boundaries shown are those which existed prior to the Italo-Abyssinian war. *By Courtesy of "The Crown Colonist"*

OUR GALLERY OF WAR PICTURES: GOD'S TEMPLES AND HOMES OF MEN SWEPT

'COVENTRY CATHEDRAL, November 1940' *Randolph Schwabe*

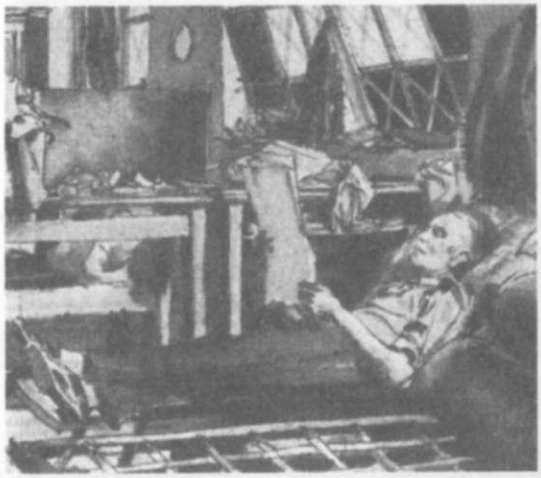


'THE TUBE, October 1 *Feliks Topolski*

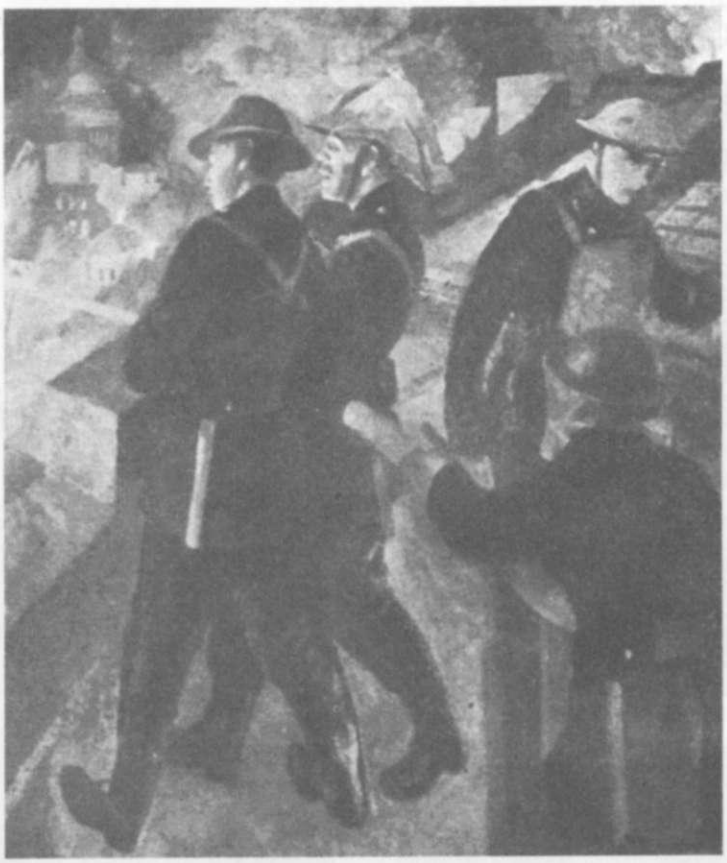


FIGHTING THE FIRES

Paintings for the Nation by Firemen Artists

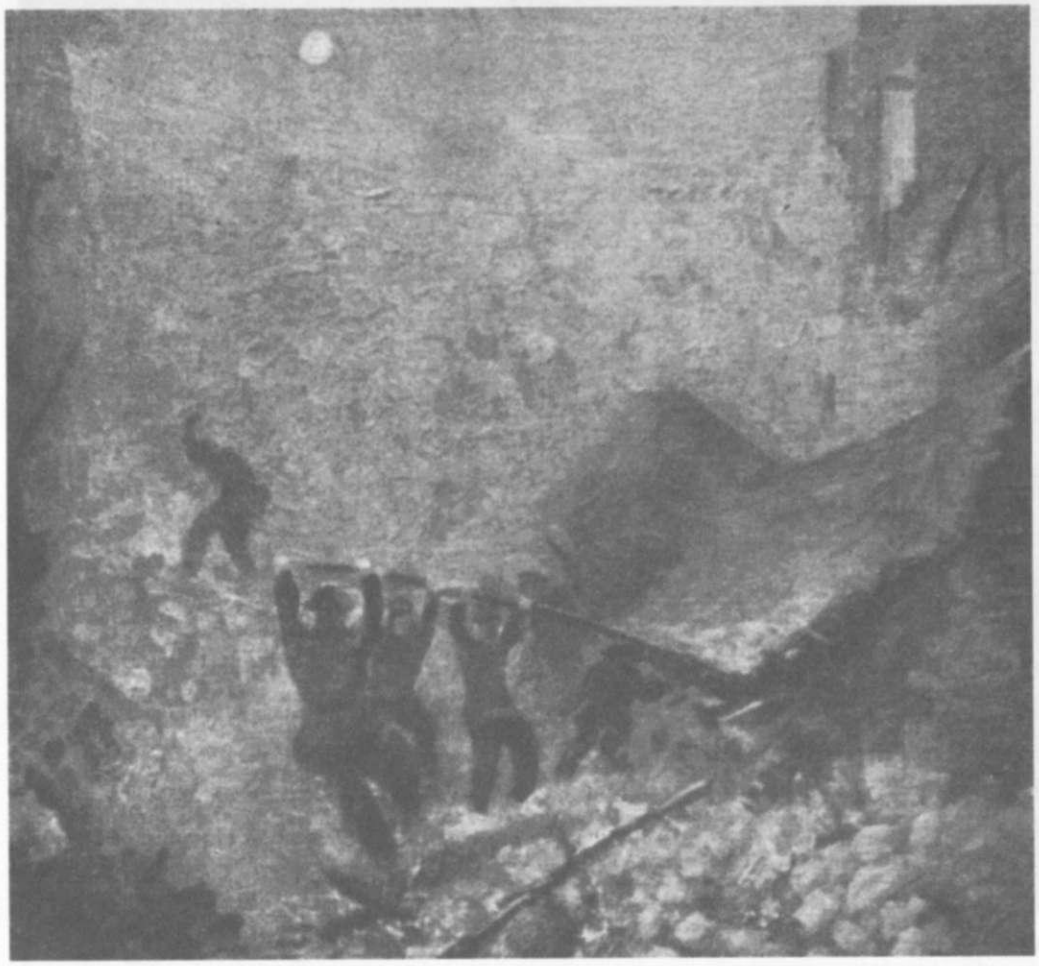


'Fireman Resting' *Norman Hepple*



'Auxiliary Firemen working from a roof' *Matvyn Wright*

'Rescuing a trapped comrade from a bombed fire station, Streatham, October 1940' *Rudolph Haybrook*



NO more dramatic subject for the artist's brush could well be imagined than the heroic exploits of Britain's fearless firemen during the air raids. Amateur and professional alike have performed deeds of bravery comparable with the most notable in military history. It is peculiarly fitting that such devotion to duty should have been permanently recorded for the nation by actual members of the Fire Services. Both Mr. Rudolph Haybrook and Mr. Matvyn Wright, whose spirited paintings are shown here, are themselves auxiliary firemen.

In peaceful contrast to the virile action of their canvases is Mr. Norman Hepple's vivid little water-colour of a fireman resting. This, with the pictures in the preceding pages, was recently on exhibition at the National Gallery, London.

No, It Didn't Occur to You, Frau Hilda!

Below we print a translation of a talk given by Mr. Stronski, Minister of Information in the Polish Government in London, broadcast to Poland by the B.B.C. in the course of a Polish News Bulletin. It forms an interesting commentary on the present state of affairs in Nazi-occupied Poland.

LOOKING through the latest batch of German newspapers to reach us in the "Hamburger Fremdenblatt" of February 1, I noticed the title of an article describing a visit to the German so-called Kreisleiter, or regional leader, in the German East, as they call it in German—in other words, in Poland. The title read: "*Wir wollen immer hierbleiben!*" (We wish to remain here for ever.)

I read the article. And I learned that the Kreisleiter's wife, with whom the journalist of the "Hamburger Fremdenblatt" had a talk, is a charming blonde rejoicing in the name of Frau Hilda. May I also, Frau Hilda, also have a little talk with you?

You say that you were very reluctant to go with your husband to Poland because you were very comfortable in Westphalia. The journalist hastens to agree with you: "Why, of course, what sort of life can you have in such a little town where at every turn you come upon the disorder of the Polish times?"

Did it not occur to you, Frau Hilda, to ask why this gentleman of the "Hamburger Fremdenblatt" had chosen to visit this "disorderly East?" I will tell you why it did not. As can be judged from the context, this happened about the middle of last January. And it was just then that the British Air Force, in revenge for the attack on the ancient City of London, was fearfully bombing old Bremen and giving old Hamburg also a little unpleasantness. And the energetic journalist of the "Hamburger Fremdenblatt" at that moment suddenly had an urgent desire to acquaint himself with the "disorderly Polish East," as he said contemptuously. You will at least admit, Frau Hilda, that this German coward who scoffed at Poland was also a bit of a skunk.

But we will not bother ourselves any more with that idiot, who for that matter, as appears, answered very ineptly, for you interrupted him energetically, exclaiming: "But now, after a year, I tell you that voluntarily I never shall leave the East, nor my husband either. We've settled down splendidly here. Tell me yourself, could I be anywhere better off than here in this little house of ours with its large garden? We've got enough Polish servants for all the rough work, and I've got a very nice *Volksdeutsch* (local German) girl for our child and the rooms. It is so easy to run the house here that all the housewives in the old Reich must envy me, and our two guest rooms are never empty. And I have a comfort even for my loneliness."

German children in Poland, whose parents, like Frau Hilda and her husband, are "in possession of stolen goods," are here seen at school. Happy, well fed, well clothed, their lot in comparison with those above needs no comment. *Photo. E.N.A.*

PERSECUTION in Poland does not even spare the children. While German children such as those below enjoy the best of everything, such little slaves as those above must act as scavengers, sweeping the streets and chlorinating the gutters, simply because they are Poles and Jews. *Photo, Fox*

At this, Frau Hilda opened the door to the next room, and the gentleman who is so fond of visiting the untidy East while Hamburg is being bombed tells us what he saw: "At the window there was a great fat baby boy in a cradle, well fed and satisfiedly sucking his little finger."

How can we thank you, charming Frau Hilda, for this picture of a German idyll in Poland? A fine little house, with guest rooms, in its large garden . . . .

But whose little house, whose garden, and for what guests were those rooms? It was not you who built that house and cared for that garden, Frau Hilda and Herr Kreisleiter, and the guest rooms were prepared neither for yourselves nor for your friends from the Gestapo. Why should we hide the fact, Frau Hilda, that you and your worthy husband and contented offspring are able to luxuriate in that pleasant little house in a large garden only by driving a Polish family out of it? Possibly the Polish husband was shot without trial as one of the hundreds who have been murdered, or possibly he has been shut away with thousands of others in a hellish concentration camp; maybe his wife has died of a broken heart, and their children are roaming in misery somewhere. Or maybe they were all simply evicted from their house and today are taking shelter where they can. And you three, Frau Hilda, are lolling on others' property and at the cost of others' wrongs.

Frau Hilda, everything you have all around you and which makes you so happy is stolen. You are a common thief. Your Kreisleiter husband is an experienced burglar of others' goods, your infant in the stolen cradle looks around at the walls of a stolen house, and your guests in those guest rooms are thieves from the same band of international robbers as you, who work under the same ringleader, or, as you call him now, Fuehrer.

You also say, Frau Hilda, that not only do you not have any difficulties in carrying on the house, but that all the housewives in Germany should be envious of you. I believe it. To ensure that you should lack nothing, there are orders in the spirit of German law to the effect that only when the Germans in Poland have bought all they want are Poles allowed into the empty shops. So you have heaven on earth. But while your house, Frau Hilda, is crammed with good things for you and your German guests, all around you the Polish people are starving. And from his birth your son, that fat little fellow, has on his conscience the thousands of Polish infants who have died of undernourishment.

So you say: "Voluntarily I never shall leave this place." It seems to me, Frau Hilda, that some half-conscious thought must have passed through your blonde little head, when you said "Voluntarily."

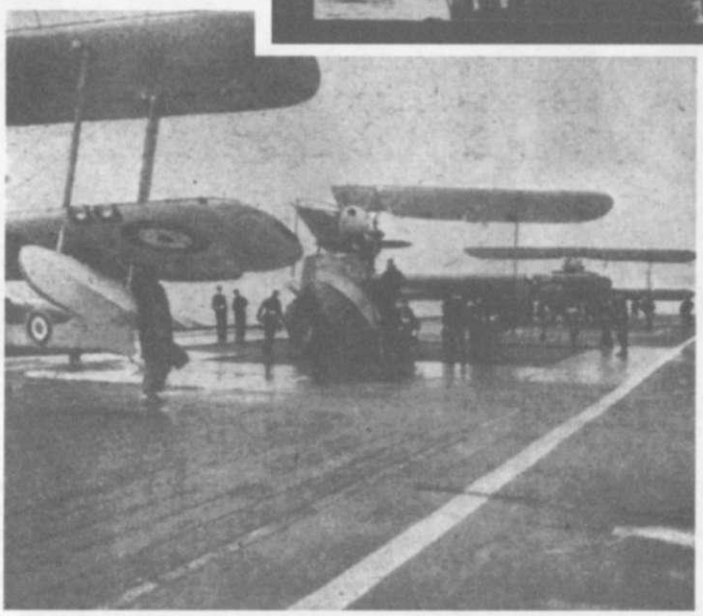
Why, yes, Frau Hilda, your journey back to Westphalia will be involuntary, and assuredly unpleasant, and then those Polish servants for rough work, whom you spoke of with such contempt, may well use the rougher end of the roughest of shovels by no means respectfully on the Westphalian hams of the good lady from the Herrenvolk.

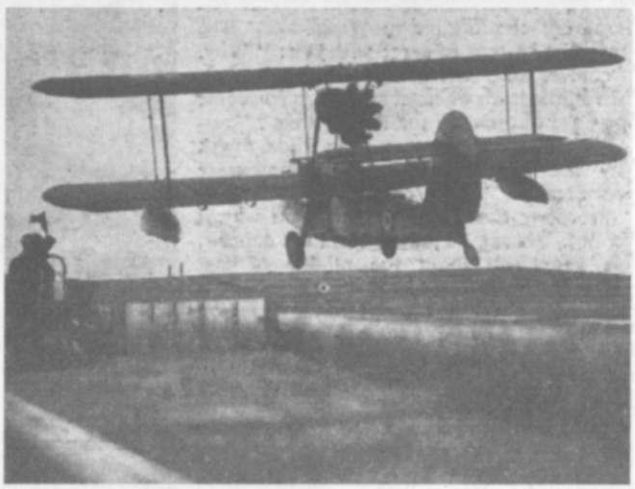
I will vouch for the Polish men, Frau Hilda—though undoubtedly they will then be very occupied with taking leave of your Kreisleitet husband and your friends of the Gestapo in both the guest rooms—but the Polish women servants for rough work also will not want to be idle at that (as you so beautifully expressed it) involuntary moment.

On a Floating Aerodrome of the Fleet Air Arm

AIRCRAFT CARRIERS, though not prepossessing to a sailor's eye, are as spick and span as any other ships of the Royal Navy. Right, the quarter-deck gets its morning scrub. In the background are two of the 4-in. A.A. guns which are always kept manned.

'Planes, below, are lined up on the flight-deck of an aircraft carrier. That nearest the camera has just returned from a patrol. In the centre is one that has been hoisted from the well. The wings, which are folded back when it is lowered into the well, are being spread.



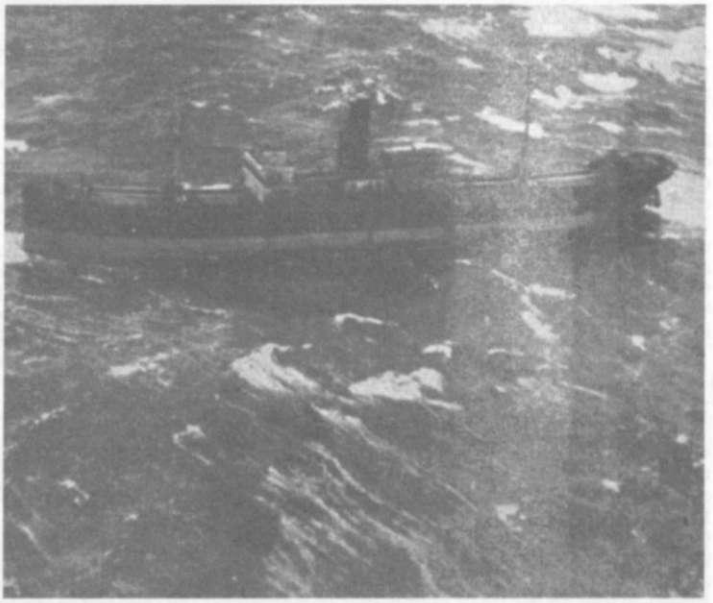


A Supermarine Walrus amphibian reconnaissance 'plane takes off from the aircraft carrier at dawn. On the extreme left of the photograph can be seen the officer known as "Wings," who gives the O.K. to pilots as they take off and signals them back to the ship.

OFFICERS AND RATINGS of the Fleet Air Arm are drawn up on the quarter-deck of an aircraft carrier to be congratulated on the work they have done. The First Lord of the Admiralty and the First Sea Lord made special mention of the Fleet Air Arm in their congratulatory message to Sir Andrew Cunningham, C.-in-C. of the Mediterranean Fleet, at the conclusion of the first stage of the Libyan campaign in mid-December 1940.

Photos, British Official: Crown Copyright

Another Good Ship Saved by a Sunderland



SUNDERLAND FLYING BOATS of the Coastal Command have played a great part in helping home the "lame ducks" of convoys after enemy attacks. Early in 1941 news was received at a Coastal Command station that a merchant ship, disabled by enemy action, was drifting in the worst of Atlantic winter weather 300 miles west of the Shetlands. The crew of a Sunderland were given the position of the ship and instructions to find her. Visibility was only two miles; clouds were down almost to sea level, and a gale was blowing. Yet by skilful navigation the Sunderland found herself within two hours right over the crippled ship. After staying as long as fuel allowed, the Sunderland started for home, but relays of the same type of aircraft were sent to escort the merchantman, and eventually she was shepherded safe home. Left is the crippled ship as first seen from the flying boat and, above, a close-up view of her.

COMFORT FOR THE CREW is one of the considerations that the designers of the Sunderland flying boats did not neglect. A mess room, above, and a galley, right, enable the crew of six to be well fed during the 10 hours that they may be in the air.

Photos, British Official: Crown Copyright; and "Daily Mirror"

OUR SEARCHLIGHT ON THE WAR

'Robin Hood' of the Balkans

Now that Bulgaria has thrown in her lot with the Axis, the Macedonian leader, Mihailoff, has emerged from hiding. He is the head of a widespread secret organization known as the Imro, a revolutionary Macedonian movement which has long been a thorn in the side of Bulgaria and has also caused watchful anxiety in Yugoslavia. Parts of Macedonia are included in both these countries, the rest being in Greece. Bands of Macedonian Comitadjis (independent hillmen) are escaping over the Bulgarian frontier and offering their services to the Greek Army. Others are organizing themselves into guerilla bands with the object of harassing any invasion of Greece from the north.

Italians to Fight Against Italy

Included among many thousands of men of the famous French Foreign Legion who disembarked recently from a British troopship at an East African port was a large contingent of Italians. Their comrades were Frenchmen, Poles, Belgians, Dutchmen, Greeks, Spaniards who had seen service in the Civil War—and two Germans. All were ardent anti-Fascists on their way to join the British Army in Eritrea. Now that Great Britain is giving sanctuary to so many refugees from all over Europe, it has been proposed that an English Foreign Legion should be formed.

Nazis Say Lofoten Raid Was 'Unfair'!

After complaining that the British Fleet took unfair advantage of Germany's difficulty in fortifying the long Norwegian coastline, Quisling's newspaper "Fritt Folk" suggested that raids similar to the one on the Lofoten Islands might be prevented in future by the system of hostages—"a number of persons well chosen from suitable circles, and with their names duly published, would work wonders." Already the islanders have been well punished. About 100 were arrested within an hour or two of the arrival, after the raid, of Terboven, Reich Commissar in Norway. A fine of 100,000 kroner has been levied; the maintenance of the families of the Germans and Quislings taken to England is to be paid by the islanders; the houses of those who helped the British and those who left voluntarily have been burnt down. A semi-official explanation and a warning have been issued through the Norwegian Telegram Bureau. In this the imputation that the German measures against the inhabitants of Lofoten are hard and unjust is described as based on "an exaggerated feeling of justice which has nothing in common with real life."

Swedish Verdict on Lofoten Reprisals

The consensus of opinion among a large number of Scandinavians on the vindictive German reprisals after the Lofoten raid is reflected in an article in the newspaper "Handelstidning," published at Gothenburg. Among other things the writer observed: "The Germans say we have succumbed to propaganda. Yes, perhaps we have. When we hear that German airmen who have crashed or are shot down in England are buried by the British with the same military honours as their own who have fallen, in spite of the fact that they were dropping bombs on English towns, killing women and children, we doff our hats to the British. When just afterwards the radio tells us about the houses and homes burnt because some Norwegians have gone to England to fight for their country's liberation, and others, allegedly, have helped them to go, comparisons are forced upon us."

German Refugees' Newspaper

On March 12 there appeared in London the first issue of the only free and independent German newspaper in Europe. It is entitled "Die Zeitung," and its editors, Dr. Lothar and Dr. Haffner, are anti-Nazi journalists of distinction, the latter being also the author of two books, "Offensive against Germany" and "Germany—Jekyll and Hyde." The aim of the newspaper, as set out in its leading article, is to aid in rallying all the resources, physical and moral, of the Free Germans on behalf of Britain. It calls upon them to join the Czechs, Poles, Dutch, Belgians, French and Norwegians who are fighting for the liberation of their countries by the side of Britain, for "the British Isles have become the bastion not only of the Free British Commonwealth but of European freedom."

R.A.F. Rest House in Cairo

Hurricane House, recently opened in Cairo, appears a dream of home fulfilled to the R.A.F. air crews who reach its cool portals from the heat and dust of the desert. It owes its existence to the sympathetic initiative of Air Chief Marshal Sir Arthur Longmore, C.-in-C. of Air Forces in the Middle East. Knowing only too well the strain undergone by sergeant pilots, observers and air gunners during long periods of duty over the arid wastes of North Africa, he instituted this rest house to which tired men can be sent for a month of sleep and recuperation. Breakfast in bed, followed by a leisurely bath and shave, are as great a treat as the weekly dances; sitting about doing nothing in the surrounding green gardens is probably more of a refreshment than shopping and sightseeing tours made available by the central situation of the rest house. In any case, the improvement in the health of the first batch of guests has been such that the scheme is to be expanded.

HURRICANE HOUSE, new R.A.F. rest centre in Cairo, was recently opened by Air Chief Marshal Sir Arthur Longmore. Here the padre is seen surrounded by smiling sergeant pilots and observers.
Photo, British Official: Crown Copyright

Overseas Gifts for Bomb Victims

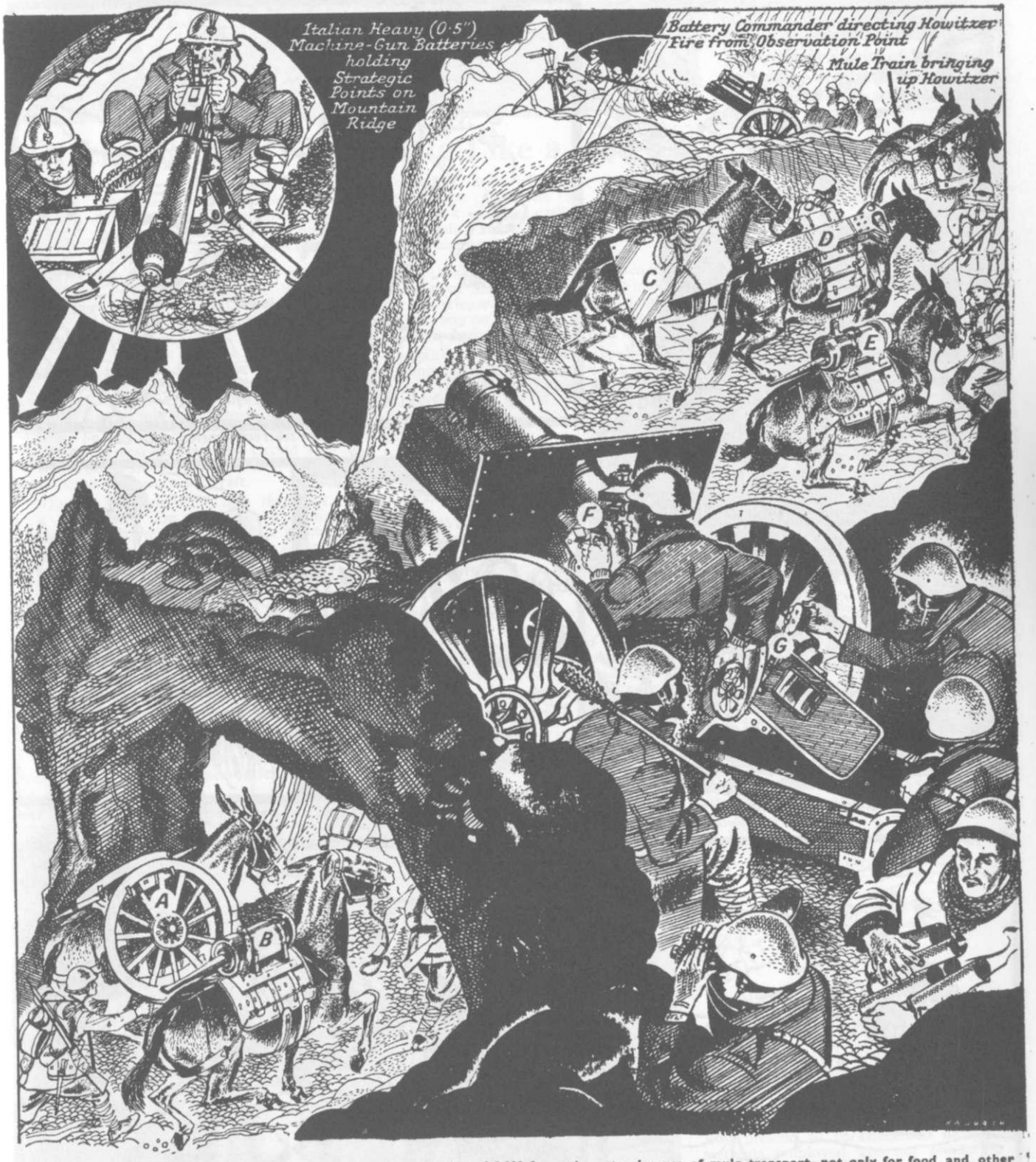
Goods to the value of more than £2,000,000 have been distributed to areas suffering from enemy action through the agency of Mrs. Elsa Dunbar, head of the Purchasing and Overseas department of the Women's Voluntary Services. Most of the articles are gifts from Canada, the United States and friendly neutrals in South America. They include such items as babies' layettes, sent by Uruguay, small children's clothes and toys from children in British Columbia, and a recent gift of twelve delivery vans from the American Red Cross. Mrs. Dunbar told an interviewer that wherever there is a British Embassy or Legation a W.V.S. party gets to work and sends goods to Britain. "We are on such good terms with our suppliers," she said, "that we tell them what we need most." Stores are established in widespread towns and villages in order to minimize loss through enemy action, and to facilitate the dispatch of goods to areas stricken suddenly by enemy raids.

MRS. ELSA DUNBAR, head of the Purchasing and Overseas Dept. of the W.V.S., is pinning on her map another flag denoting a further substantial gift for British bomb victims.
Photo, Planet News

£10,000,000 in Gifts for Aircraft

From time to time the Ministry of Aircraft Production has acknowledged the receipt from the public of sums of money, large and small, for the provision of more bombers and fighters. These contributions have included both individual gifts and the combined result of little amounts saved with difficulty, but good-will by humble citizens who recognize in this way their debt of gratitude to the Royal Air Force. On March 7 Lord Beaverbrook issued the following statement: Through the generosity of the public, through the gifts we have received from warm-hearted people at home and abroad, we have been able to carry out a splendid enterprise. Without any appeal by the Government, more than £10,000,000 has been sent to us for the provision of aircraft for the defence of this island and for our offensive operations oversea. We propose, therefore, to devote to the benevolent funds or Service charities of the three fighting Services and the Merchant Navy 10 per cent of the money sent us after the end of March. It is our belief that by doing so we shall interpret the desire of the public to unite their gratitude to the valiant defenders of freedom with their determination to strengthen the squadrons of the Royal Air Force.

Mountain Warfare in Albanian Heights



THE GALLANT GREEKS, fighting as they are often at heights of 6,000 ft., make extensive use of mule transport, not only for food and other needs, but for the hauling of guns and ammunition. Many of these guns have to be transported in sections by the pack mules, and laboriously carried up narrow winding paths to the mountain crags above, where they can be assembled and brought into action.

In the warfare now being carried on in the mountainous districts of Albania the Greeks are making extensive use of small mountain howitzers, almost the only type of artillery which can be transported and used to good effect in this difficult terrain. The high trajectory of its shell makes it possible for the Greeks to fire over peaks and high ridges and dislodge an enemy entrenched beyond. In this manner even strongly held machine-gun posts can be dislodged before the infantry storm the position.

To haul the guns into position a lengthy train of mules is needed, each animal carrying a weight of about 200 lbs. The drawing gives an idea of how the guns are taken in sections up the mountain sides, and shows: A, the gun-wheels; B, part of the breech mechanism; C, the gun-shield; D, part of the trail; E, the barrel. On other mules are loaded the recoil mechanism, sighting apparatus, ammunition and other essentials.

In the foreground a small mountain howitzer is seen being trained on to its objective by means of the telescopic sighting apparatus F, and is about to be fired by means of the lever, G. Each gun is manned by a crew of six.

Specially drawn for THE WAR ILLUSTRATED *by Haworth*

Cartoon Commentary on the War

OPENING THE FLOOD-GATES
Illingworth in the "Daily Mail"

FLOWERS THAT BLOOM IN THE SPRING, TRA LA!
George Whitelaw in the "Daily Herald"

GERMANY'S INVASION CHANCES
From "Het Bataviaasch Nieuwsblad"

"ALL RIGHT—YOU CAN PUSH THE NEXT ONE IN"
Neb in the "Daily Mail"

"HISTORY TOOK US BY THE THROAT . . . ."—Mussolini
Vicky in "Time and Tide"

"WHO'S BEEN EATING MY PORRIDGE?"
Zec in the "Daily Mirror"

Greek Islanders Treated Me Like a King

Here is another first-hand story of the R.A.F. units who are cooperating with the Greeks on the Albanian front. It depicts the difficult climatic conditions under which they work and, like earlier stories in this section, tells of the warm hospitality shown by the Greek peasants to wounded British airmen.

In torrential rain and thick cloud, which reduced visibility to zero, an R.A.F. bomber returning from a raid in Albania sought vainly for a landmark on the mountainous west coast of Greece. Lightning had put the radio out of action. Gusts of wind made control and navigation almost impossible. The young Flying Officer decided that the only chance of survival was to put the aircraft on the sea.

Tersely he told the crew. They prepared calmly for an emergency as he circled 400 feet above some shadowy islands near which he proposed to surface his craft.

"On my way down," said the pilot, "we opened the top hatches and undid our parachute harness while the air gunner got the rubber dinghy ready. The aircraft struck the water about a quarter of a mile from the beach of a small island. The nose went down immediately and the bottom was ripped off by the impact."

After a short struggle with the safety belt the pilot and observer came to the surface and swam round looking for the air gunner. They found him dead.

A few seconds later the bomber sank. With great difficulty they released the dinghy, but could not fully inflate it. Lying across it on their stomachs they tried to paddle it with their feet towards the shore. Repeatedly the exhausted observer fell off the water-filled frail craft and the steadily weakening pilot hauled him back. Finally the observer released his hold on the dinghy and floated away on his lifebelt. Desperately the pilot swam after him to find him lifeless.

"We drifted apart," he said, "and I saw him no more. I was almost in a state of coma from the extreme cold. I actually prayed I too might die of exposure rather than drown.

"Quite suddenly I realized that the wind was taking me perceptibly nearer the island. I made final efforts to swim the 300 yards to shore and I was tiring rapidly when I saw a shepherd appear over the brow of the hill. I shouted with all my might until he saw me, and, after what seemed a long time, a motor-boat came alongside.

"They seemed to be taking me for an Italian, so I yelled frantically that I was English. I was lifted on board and collapsed. The simple islanders treated me like a king and overwhelmed me with their kindness.

"Two days later, when I had recovered, I got some stones and marked out my name in three-foot letters on the top of the island in the hope that some passing aircraft would see it. None did apparently, but after some days the weather became calm enough for me to be taken to the mainland, where the English wife of a Greek doctor acted as an interpreter and I was able to 'phone my base."

This Is My Life in a German Factory

What are conditions *really* like in Germany? Here we have first-hand evidence in the shape of a report by a member of one of the illegal organizations engaged in rebuilding the German Trade Union movement. It dates from just before the war; if it were written today its gloom would be even more apparent.

Under the Nazis we have all become hypocrites. It begins on the way to work. In the tramcar or train compartment sits a parrot-minded person who ruminates on yesterday's leading article in the Nazi paper. You disagree, of course, but can't say so. If you are directly addressed you must at least express vague assent, because the person may be a *provocateur*. Even if he is only one of the herd your answer is certainly overheard by other passengers. You never know whom you are dealing with. Upon entering the washroom you look around to see who is there and what kind of morning greeting is indicated. The (Nazi) agent must not be given a chance of even reproaching you with half-heartedness. Those marked as half-hearted are suspect, suspect of hostility to the State. Those hostile to the State end in a concentration camp.

The whistle goes, and the conveyor-belt claims us again. When this system was introduced from America fifteen years ago the Nazis howled that it killed the soul of the worker. But now a "German soul" has been breathed into the conveyor, and its speed has been greatly increased. Conveyor and piece work have undergone changes. The humiliating stop-watch has disappeared, but what does that matter if the times allowed are reduced more and more?

Silence is Golden!

Repair work also has its problems. Where should one begin and where is the material to be obtained? Pressure from above: manager and foreman, time recorder and ganger—all links in the chain, handing on the stick which beats the hindmost. There is many a quarrel. Those who dare speak back do so in cautious language. Everything is couched, more or less, in technical terms. You pretend to be concerned because the methods employed are not conducive to efficiency. No exception can be taken to that. *You* are not an enemy of the State; no, you just want to do your job as well as possible . . .

At one time—how long ago is it?—it was possible to speak your mind if it seemed necessary, even to the boss. Today you hardly dare approach him. If you talk to him in official language he is either better at it than yourself or he falls back on the "interest of the nation"—and who dares to argue about that? Since the employer

R.A.F. IN GREECE continue to give valuable support to the Greek Army and Air Force. Here a bomber crew on a Greek airfield are just about to enter their aircraft on their way to bomb more Italian military objectives in Albania. *Photo, British Official: Crown Copyright*

I WAS THERE!

has been made the head of the staff he is in absolute charge. The works council is his faithful assistant, its members are grateful for the comfortable jobs with which they have been bought. They receive the pay of skilled workers although lacking all the qualifications. They are afraid of losing their jobs. To count upon them for protection would be foolish.

The mates cannot help you. You cannot speak frankly with them unless you are among intimate friends, for one traitor can land a whole workshop in a concentration camp. You cannot speak aloud. In every workshop prowls a spy; even when alone you feel his presence. You are safest if you hold your tongue. However skilled you are, if your views are not exactly what they should be, i.e. if you do not rank 100 per cent loyal to the State, then you may go on devoting yourself to your job, but promotion is confined to those officially recognized as loyal to the Nazi Party. There are many other things which embitter life in the workshops, from little vexations to deliberate victimization such as the allocation of the worst work. You are (even in peacetime) liable to be placed at the disposal of the labour exchange, which sends you to a job in some forsaken place.

Deportation under existing conditions often means separation from one's family for months at a stretch and the loss of one's last bit of private life. The fine-sounding phrase "community life in the barracks" cannot conceal that. In fact, this community life, after a day's hard work for a famine wage, is perhaps the worst feature of all. You must join the others in listening to radio programmes, "Strength through Joy" talks telling the old, old story. You have not an hour to yourself; every minute is looked after. Only when you collapse on your straw mattress do you get a few hours' peace. Meanwhile the wife, at home with the children, must manage with the few shillings you are able to send her.

Formerly, when we were still workers and not mere machines, the evenings enabled you to forget much of the worry of your job. Today you are too tired and run-down to try to spend your spare time in an enjoyable way. A book? You hardly read any more, lack the peace of mind for it. Those fond of tinkering and able to get the material still do a little of it. But for the rest you sit and brood. All there is is the radio—the foreign radio, to listen to which is a crime. Occasionally you meet a good friend with whom you can talk openly. But he is as tired and run-down as you are.

Then there is the poor food. You know with what difficulty the wife gets it, to what trouble she goes to give at least such savour as it has. Are you to tell her about the worries of your work, adding to a burden which perhaps is already bigger than your own? All the time she is wondering where to find the food to fill all the hungry mouths. Hans' shoes are wearing out, when can I have them soled? How can I get a new pair for Grete? Where can I get the material for some patches? If I buy wool for darning stockings, I shall not have enough ration coupons for a shirt.

The dinner-carrier is coming into fashion again—no wonder, with all the overtime. Mother does her best to give you something nourishing, but then there is nothing left for her and the children. You will not have it, and insist that she and the children must also have some meat and fat. Formerly the wife saw to it that you had sausage on your bread, preferring to eat dry bread at home, for what would your workmates think? Today it is different; and just as in the war of 1914-18 we take bread-and-jam to work, so that those at home may have at least something to eat. Formerly many of us always had fried potatoes with our evening meal, and often also with our breakfast. Today there is no fat for fried potatoes. If the fat is used for potatoes there is none for the bread, and you cannot always take bread-and-jam to work.

The family, that much-praised primary unit of society, in reality exists no more. While the children are very young things are not too bad. But when, because the wife must go out to work, they have to be taken to the kindergarten, they come under the influence of the Nazi welfare organization.

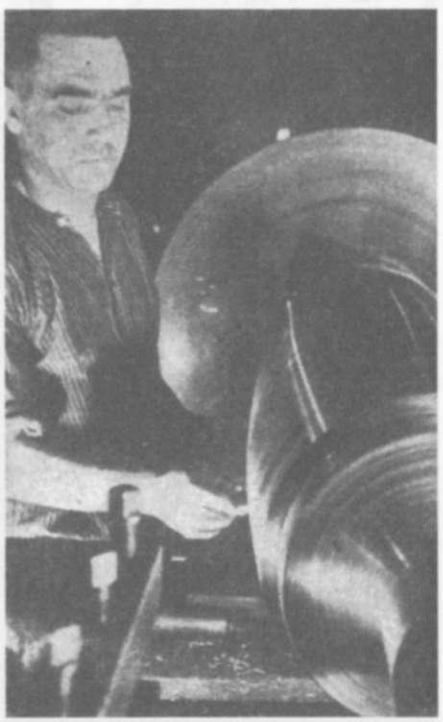
Nazis and the Children

This continues at school, and reaches its climax in the youth organizations. It is no longer possible to talk openly with the children: in their innocence they may repeat what you have said and get you into serious trouble, which is terribly hard also on the children. One must just watch them and try to protect them against evil influences without talking about them. This is to some extent possible as long as the children are at home, but the real troubles come when they have to go to the youth camps or land service. The Nazis want them to live wildly, to get into difficulties, for then they have them in their power. Then come the dangers we know so well and against which no warnings can be given. Only parents who can rely upon the discretion of their children and have no neighbours in the house to spy upon them are in a somewhat better position. But upon the children it imposes the burden of a double life.

You want to give the children the benefit of what you have learnt and acquired in your own life. But you cannot anticipate. You must just watch. This anxiety about the children is for many an even greater worry than the difficulties of everyday life.

In the morning you again go joylessly to your work. In the tramcar or train compartment sits a parrot-minded person who ruminates on yesterday's leading article in the Nazi paper. And so the days pass by. (*International Transport Workers' Federation.*)

GERMAN SCHOOLCHILDREN from the large cities, like the children of our own vulnerable areas, have been evacuated to country districts, and here a class is seen listening to its teacher in a farmyard. The pernicious influence of Nazi teaching upon the youth of Germany is stressed in the article in this page. *Photo, Associated Press*

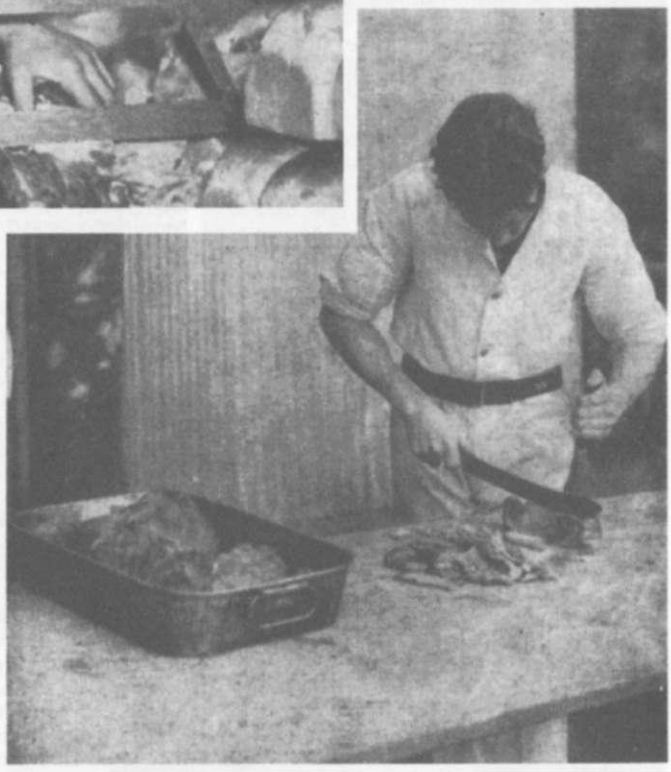


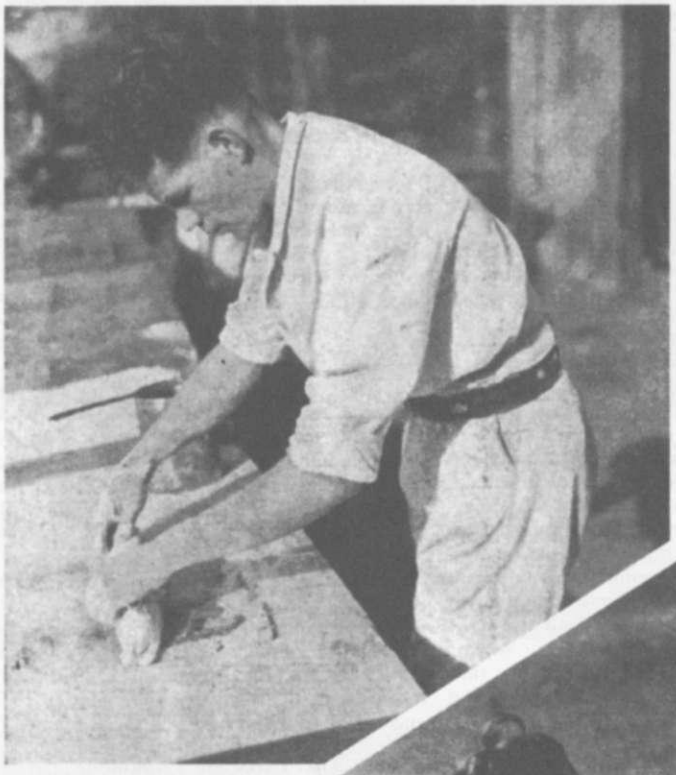
A NAZI WORKMAN busy with a shell-case on the lathe. The deplorable conditions in German factories are described in the article above. *Photo, Wide World*

Good Food and Plenty of It for the Army

TROOPS' RATIONS are still plentiful and of excellent quality. Judging by this well-stocked Army larder every soldier is amply provided with meat.

Roast beef, Yorkshire pudding, mashed potatoes and turnips, followed by baked jam roll and custard, form the substantial midday meal of the men stationed at the Divisional Headquarters, where these photographs were taken.





THIS ARMY COOK is making baked jam roll—exceedingly popular with members of the Forces, just as it was with the men who served a generation ago.

The two men seen right are enjoying their midday meal out of doors. Soldiers have four good meals a day—breakfast, dinner, tea and supper.

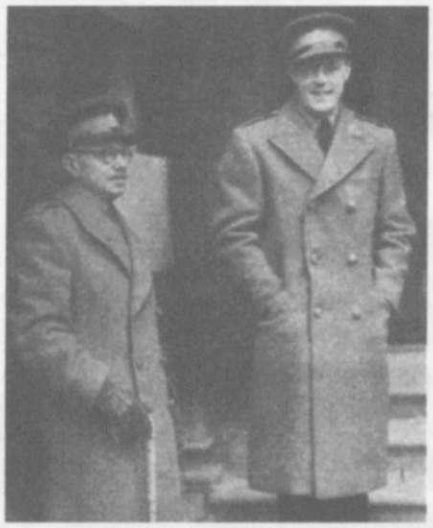
Photos, Sport & General, War Office Official

Queen Wilhelmina Has an Army in Britain

Concluding his series of articles describing the military forces of our Allies which have their stations in this country, Henry Baerlein below tells us something of the Dutch troops in Britain. In addition to these forces Queen Wilhelmina has, of course, a very considerable army, not to mention navy and air force, in the Netherlands Indies.

WHEN Holland was bludgeoned into submission a number of her soldiers, drawn for the most part from the southern army, managed to reach Zealand and subsequently made their way to this country. Their adventures, as may be imagined, were many; one or two of them will show the determination of these gallant fellows to continue the struggle.

"Our little party," a lieutenant told me, "made its way across the north and west of France. We arrived at Brest: four officers, a hundred men and forty-two lorries. France was by that time in a pitiable state, and we were informed that it was foolish to hope for a vessel that would carry us to England. Then, however, a Dutch cargo ship from South America sailed in with 10,000 tons of grain, and the captain—a big, broad-shouldered, slow-speaking person from Rotterdam, who was particularly anxious to do all he could against the Germans (it will be remembered that in Rotterdam the German bombers killed about 30,000 civilians in twenty minutes)—said he would be glad to take us to England. That, said the French, was impossible; there was no convoy, they wanted the grain, and, if we sailed without their permission, they would fire at us. To these objections the only reply of the captain was to load the lorries and set sail. We were not fired at, and the sole affair of that kind on the trip was when near Lundy Island we had the pleasure of seeing a U-boat sunk by a British 'plane."



PRINCE BERNARD of the Netherlands has been appointed chief liaison officer between the Royal Netherlands Army, Navy and Air Force and the corresponding British forces. He is seen (right) with Gen. Van Oorschot of the Free Netherlands Army.

'Rotterdam,' Reply the Dutch

From every little harbour in Belgium and Northern France, and in any craft they could borrow, the Dutch came across the sea. Some are coming still, although the Germans in Holland keep on pointing out to them that it is so absurd to make for a country which is on the verge of being included in the Greater German Reich! They might as well, say the Germans, stay where they are and be on friendly terms with the good Nazis—to which the Dutch, as a rule, reply with one word—"Rotterdam."

The Dutch army in Britain is in excellent condition. The one object of officers and men is to make themselves as efficient as possible, and they have gone about it with the thoroughness one would expect of them. It matters not that most of the officers are not regulars, but men who after the war will resume their professional careers. Lawyers, shipowners, chemists, social workers and others, they are officers of the reserve and most competent.

With regard to their uniforms, all our Dutch allies in this country have now been provided with the same as those of our own troops, but with the word "Netherland" on the left shoulder and the Dutch lion on their headgear. *Je maintiendrai* ("I will uphold," as one might say) is the national motto, and of that there is no doubt. As for decorations, I noticed that even the officers of long standing are chary of displaying more than one or two ribbons. It is of interest, by the way, that the Dutch Government is paying, both in Britain and the United States, for all its requirements, not only in the matter of uniforms, etc., but in every other respect: the Dutch and the Norwegians are our only active allies fortunate enough to be in this satisfactory position. In their East Indies alone the Dutch have enormous resources. (It will be remembered that great sums have been presented from those parts for the building of Spitfires and Hurricanes; the latest to us is a luxury liner fitted out as a hospital ship.)

'VRIJ NEDERLAND' (Free Netherlands) is a Dutch newspaper produced in Britain and eagerly read by members of the Dutch fighting forces stationed here. "Je maintiendrai" (I will uphold), the words seen underneath the title, is the motto of the Royal House of Orange.

Photos, Keystone

At a place where I visited the Dutch troops I found that they had settled down very well in several disused factory buildings (though less improvized accommodation will be ready for them elsewhere very shortly), and where they are now the officers have to be quartered in various houses in and around the little town. The Dutch have a talent for languages, and every officer I met was quite fluent in English, which is one reason why they have become so popular in that neighbourhood. But they do not allow anything to interfere with their military duties: every morning the wide space between the buildings is a scene of activity. A considerable array of motor vehicles is at their disposal, and more and more tanks are being acquired.

A typical officer whom I met is in civilian life a publisher. His job in the war was to hold the famous Moerdyk Bridge that joins North Holland to Brabant. He had been mobilized for eight months, and I would as soon be with him in a dangerous spot, which that bridge certainly was, as give him a book to publish. "Responsibility," he said, "makes you calm—you know that they depend on you." No wonder that the British army authorities who have been brought into contact with such men have the highest opinion of their morale.

"The morale of the men is good," said a South African corporal who left his 6,000-acre farm and came back to fight in Holland, where he had been born. "We Dutch," he said, "have a saying that a soldier who does not grumble is no good. We don't grumble much, I think, because we recognize that this is not an ordinary affair and we are so glad to be with the British who will go on shoulder to shoulder with us." This South African, a giant of a man, helped for a time in the recruiting office over here; the age limits for applicants, by the way, are twenty to thirty-six, although men both younger and older have been accepted if they have passed the medical test. One man who had, temporarily at all events, to be rejected was a Dutchman who had lived in the Hebrides, his mother's home, and could speak only Gaelic: he was invited to learn either English or Dutch. Quite a number of young fellows born in this country, but of Dutch parentage, have joined this Dutch army in Britain, and some of them have now had to learn the language of their ancestors; they pick it up pretty soon.

The Price of Popularity

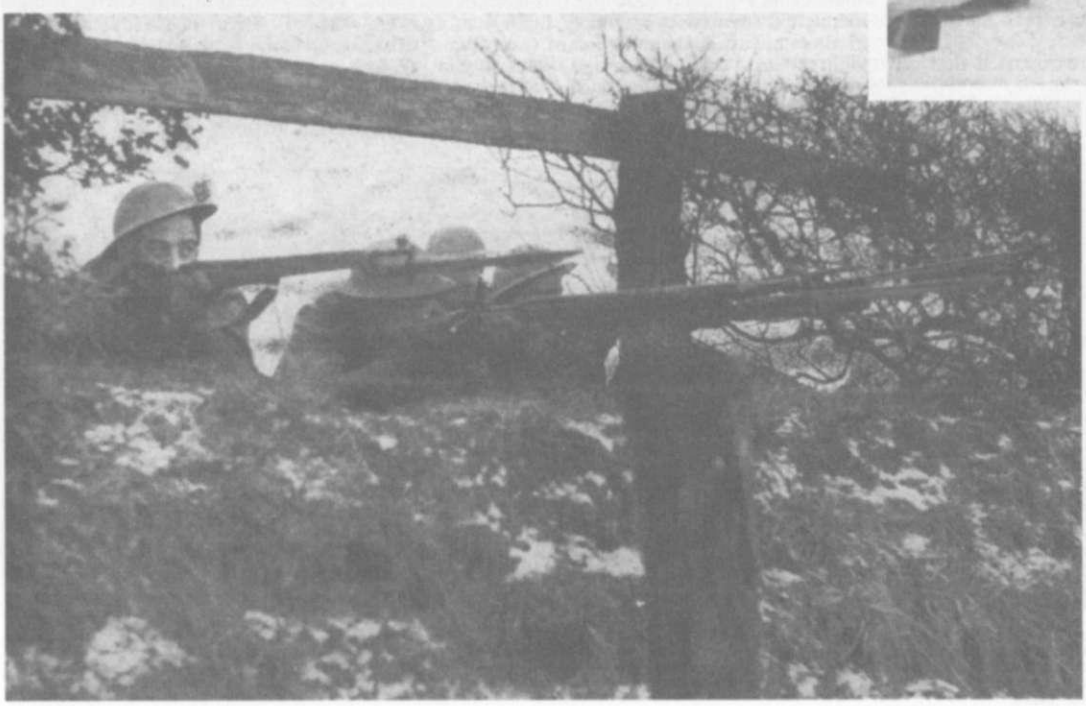
There is so much that the Dutch and ourselves have in common, e.g. the administration of a vast Oriental empire, and we are getting to know them well in this country. Everywhere the Dutch soldiers have troops of friends, some of whom are optimistic enough to believe that a Dutch soldier is always ready to shed his buttons on the altar of friendship. "Any knoops today?" is the cry that often greets them. It is reported that English girls have been charming the gilded lion from Dutch uniforms, and a captain is even said to have yielded his three stars, thus reducing himself for the time being to the ranks! To imagine that the Dutch are always doun is quite a mistake; that quality they are keeping in reserve for the Nazis.

Doughty Dutchmen Among Our Allies

ENGLISH-SPEAKING DUTCHMEN, who cannot speak their mother tongue because they have lived all their lives in Great Britain, are now busily engaged in learning Dutch, or in some instances perfecting a meagre knowledge, assisted by instructors and records.

FIELD TELEGRAPHY, an important part of army training, is here being studied by a party of Dutch soldiers in Britain. There are many fighting men of the Netherlands now in Britain, awaiting the day which shall release their country from Nazi tyranny.

This gigantic Dutchman, W. J. Vanderberg, of S. Africa, left his 6,000-acre farm to fight in Holland's cause. No battle-dress in stock could be found to fit him, for he weighs over 17 stone and stands 6 ft. 6 ins. Inset, the Dutch lion that is worn by the troops as their badge.



Ready for anything, these Free Dutchmen (left) are training hard for the day when with their British comrades they will avenge the rape of their motherland by the Nazi hordes. They are fine shots, as the enemy will learn to his cost.

Photos, G.P.U., Keystone

OUR DIARY OF THE WAR

TUESDAY, MARCH 11, 1941 *556th day*

On the Sea—Admiralty announced that British submarine had sunk heavily laden troopship in Mediterranean.

In the Air—Single R.A.F. aircraft bombed oil storage plant at Rotterdam and factory near Utrecht. At night attacks were made on naval base at Kiel, docks at Bremerhaven and two aerodromes.

War against Italy—Cairo reported that Imperial forces in Abyssinia had captured Afodu escarpment south-east of Kurmuk and were advancing towards Asosa.

On night of 10-11 R.A.F. made heavy bombing raid on Tripoli, damaging harbour buildings and shipping. Other aircraft raided aerodrome in Tripolitania.

Two bombing attacks on Rhodes during nights of 10-11 and 11-12. Large fires started at Maritza and Calato.

Enemy made night attack on Malta, causing some damage. Two raiders destroyed. Other aircraft reported to have attacked R.A.F. aerodromes at Port Said and Ismailia, but without causing damage.

Home Front—Enemy activity during day slight except in Kent coastal area. At night raids were chiefly directed against south coast, a town in Midlands and a north-west town. Few raiders were also over Liverpool and in other areas.

Enemy aircraft shot down by fighters off south coast. Coastal Command destroyed two Heinkels, one off east coast of Scotland, other off Danish coast.

Greek War—Athens reported that enemy continued his attempted attacks, but all had been repulsed with considerable losses. In Greek counter-attacks 450 prisoners taken.

R.A.F. bombed troop movements and motor transport on Glava-Buzi road. Seven Italian fighters shot down.

Balkans—Attempt on life of Mr. Rendel, former Minister in Sofia, by explosion of two bombs in his hotel at Istanbul.

General—Lease and Lend Bill was passed by U.S. House of Representatives, signed by President Roosevelt, and became law.

WEDNESDAY, MARCH 12 *557th day*

In the Air—Heaviest raid of war on Germany when R.A.F. made night attack on Berlin, Hamburg and Bremen.

Schiphol aerodrome also raided, and single aircraft attacked targets in N.W. Germany and Low Countries. Large fires started at Boulogne.

War against Italy—Cairo reported that on March 10 British troops in Somaliland occupied Dagga Bur, 600 miles north of Mogadishu.

R.A.F. carried out heavy night raid on Rhodes. Tripoli was also attacked.

Home Front—During day few bombs fell in Kent. At night enemy made large-scale raid on Merseyside, but achieved little. Raiders were also reported from many other widely separated parts of England, Wales and Scotland.

Nine night bombers destroyed.

Greek War—Heavy fighting reported in Albania. Since early morning on March 11 Italians had launched six successive attacks at various points. All were repulsed.

Fifteen Italian aircraft shot down and others severely damaged by R.A.F. fighters in Tepelini-Klisura area. At night Valona aerodrome and Saseno Island were attacked.

Balkans—Million men called to colours in Yugoslavia.

THURS., MARCH 13 *558th day*

On the Sea—Greek destroyer Psara reported to have sunk Italian submarine in Aegean Sea.

Dornier hit and probably destroyed by H.M. trawler Milford Queen.

H.M.S. Manistee reported sunk.

In the Air—Coastal Command aircraft torpedoed enemy destroyer off Jutland. Two supply ships hit, one in Ymuiden harbour other off Norwegian coast. Another torpedoed and sunk off Frisian Islands.

Fighters and bombers attacked aerodrome at Calais. At night R.A.F. delivered heaviest attack yet made on Hamburg. Oil storage plants at Rotterdam bombed, also Bremen, Emden, and two Dutch aerodromes.

War against Italy—Nairobi announced that Patriot forces had occupied Yavello, 70 miles north of Mega.

Home Front—In early morning our fighters intercepted formation of enemy fighters and bombers near S.E. coast and shot two down. Night attacks were widespread. Heavy and prolonged raid on Clydeside. Relays of bombers over Merseyside and N.E. town.

Thirteen night bombers destroyed.

FRIDAY, MARCH 14 *559th day*

In the Air—R.A.F. made night raid on oil plants at Gelsenkirchen and on Düsseldorf.

War against Italy.—Cairo announced that in Abyssinia Asosa had been occupied and troops now advancing along Mendi road. Patriot forces had reached outskirts of Debra Marcos.

Home Front—No bombs fell during day. Bomber shot down off Welsh coast. Clydeside again attacked at night. Town in N.E. England had sharp raid, and other widespread places were also bombed.

Five night bombers destroyed.

Greek War—Repeated violent enemy attacks repulsed. Greeks counter-attacked and captured number of prisoners.

R.A.F. shot down eight Italian aircraft in Klisura area.

PERA PALACE HOTEL, Istanbul, where bombs exploded in the baggage of Mr. George Rendel, the British Minister recalled from Sofia, on the night of March 11, 1941, is a substantial modern structure, yet the force of the explosion was so great as to rock the whole building. *Photo, E.N.A.*

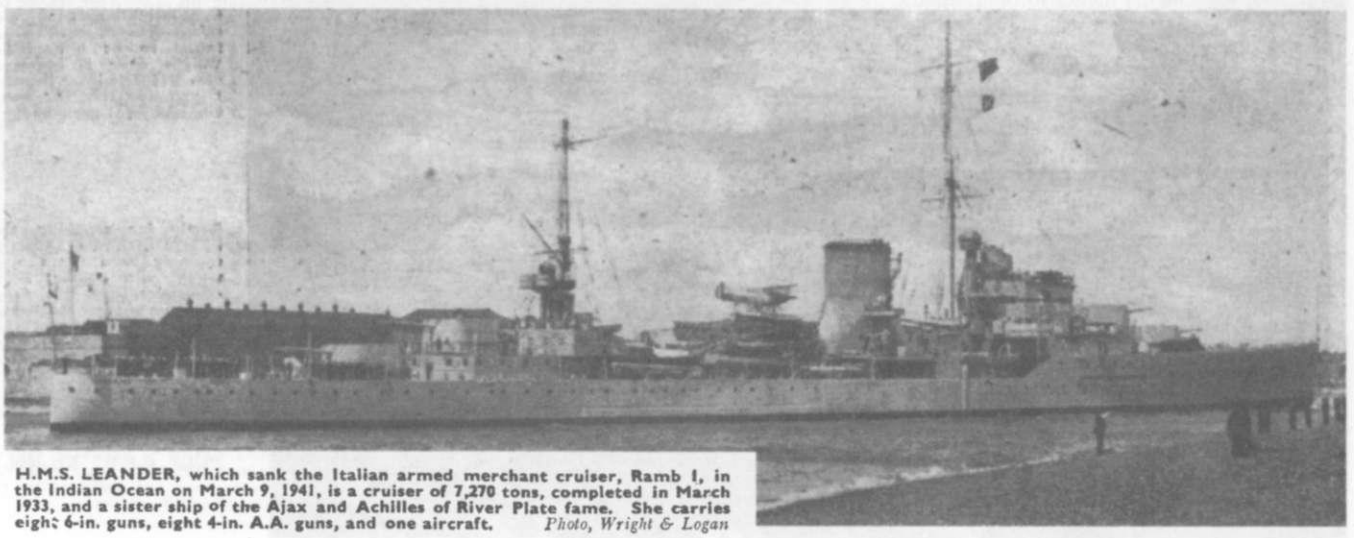
SATURDAY, MARCH 15 *560th day*

In the Air—Another night attack on Düsseldorf and on Lorient.

War against Italy—Considerable air activity in Keren region. Fighters of S.A.A.F. destroyed eight Italian aircraft at Diredawa.

Home Front—London was enemy's chief night target. Bombs also fell in other districts, mostly S.E. England and Home Counties.

Greek War—Italian offensive defeated with great loss. R.A.F. bombed aerodromes at Berat and Valona.



H.M.S. LEANDER, which sank the Italian armed merchant cruiser, Ramb I, in the Indian Ocean on March 9, 1941, is a cruiser of 7,270 tons, completed in March 1933, and a sister ship of the Ajax and Achilles of River Plate fame. She carries eight 6-in. guns, eight 4-in. A.A. guns, and one aircraft. *Photo, Wright & Logan*